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No anonymous communications should be accepted. Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication must be accompanied by a cash order for the cost of the paper, unless otherwise stated. All letters for publication should be written on one side of the paper only.

BIRTHS.
On January 6th, at Shanghai, to Mr. and Mrs. C. P. ALLEN, a daughter.
On January 8th, at Shanghai, to Mr. and Mrs. ALAN S. MALCOLM, a son.
On January 11th, at Shanghai, the wife of N. F. MILLER, of a son.

MARRIAGE.
On January 6th, at Shanghai, JAMES URQUHART GORDON, to ANNA CATHERINE VOLZMER.

DEATH.
On January 6th, at Wuhu, JAMES WILSON ANDERSON, of the Chinese Imperial Maritime Customs Service.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. P. H. K.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 17TH, 1906.

Neither the important mercantile community of Shanghai nor the INSPECTOR GENERAL, through whose intrigues the present situation with regard to the conservation of the Hwangpu River, and the improvement of the approaches to the harbour of Shanghai, has been brought about, feels very happy over the last phase of this ugly business which has thrown the entire control of the harbour of the largest and most important port in East Asia into the hands of the reactionary party—in this case represented by Viceroy CHOW FU and Mr. KU HUNG-MING. In 1902, in accordance with the Convention of the previous year which on the model of the recent Thames Conservancy placed the control of the entrance to the port in an elective Board wherein all the interests, mercantile and political, were fairly represented, the Board was duly elected, with the exception, and the exception is noteworthy, of the foreign gentleman who was to represent the Inspector General. The gentleman named for the post was Mr. ROBERT BREDON, and the apparent ground of sulking was the selection of Chairman. The other members of the Board claimed

their right of election, but Mr. BREDON, acting doubtless under instructions from the INSPECTOR GENERAL, claimed the presidency as of right, and refused to fall into line with the others who, it was supposed, were disposed to elect Mr. JOHN GOODNOW, then U. S. Consul General, and an ex-officio member of the Board. In this unseemly struggle wherein Messrs. BREDON and GOODNOW, each with his own personal interest to serve, and each thinking far more of this than of the large commercial and shipping interests endangered, neither would give way; and the Board (incomplete without the appointment of the representative of the Maritime Customs on whom largely depended the financial portion of the scheme) was never duly constituted, and the whole remained in *indefinitum*. Mr. GOODNOW, who never succeeded in altogether gaining the confidence of his nationals locally, has since resigned his office of Consul General, and entered the service of the Chinese Government. What office he was intended to fill was kept from public knowledge till within the last few weeks; it was generally rumoured that it was to be in connection with the Hwangpu Conservancy, and there is no doubt that his influence with the present reactionary Viceroy of Nanking has, so far, at least, as the provincial powers go, resulted in his appointment as Assistant Director. So far as is known at present the appointment has not been confirmed by the Peking authorities, but from the recent actions of the Viceroy, there seems every indication that in this, as in other affairs, he intends to act perfectly independently, and keep in his own hands the entire control. That the snub administered to Sir ROBERT BREDON, and through him to the INSPECTOR GENERAL, has been amply deserved no one in Shanghai will be found to doubt. Both for the last few years have thrown in their lot with the reactionary party, and have done everything in their power to hamper any attempt at advance. The post of Inspector General of Customs, which it was once hoped would be exercised as far as possible for the purpose of removing petty restrictions on trade, has been deliberately made use of for the purpose of obstruction, and it is time that some other arrangement more consonant with the best interests of commerce, and more conducive to the lasting advantage of China as a world Power should be made.

On this occasion he has been hoist on his own petard, but this, though strikingly in accordance with the eternal fitness of things, is but poor consolation for the enormous interests which are thereby endangered.

But if Mr. GOODNOW's name as Assistant Director be in some degree unsatisfactory, what shall we say to that of the Director in Chief, Mr. KU HUNG-MING? Mr. KU HUNG-MING is best known to the outside world as private secretary to H.E. CHANG CHIH-TUNG, a post for which his almost elegant command of the English language eminently fitted him. Outside this he has essayed English literature with fair success as a writer. As a practical man he is, however, distinctly of the Baboo order; according to his lights, a patriotic Chinese, he has yet failed to master those points wherein the practical politician differs from the man whose knowledge has come from the academy. In India we have had much and unpleasant experience of this type of student who, while, at least, as quick as their European fellows to pick up the external of Western knowledge, are quite unable to appreciate its inner working, and form with their crude indigestible theories the most dangerous class in Bengal. This phase of Mr. KU's character has been perfectly understood by his superiors, who have never during his career ventured to place him in any independent sphere of office nor ever given him substantive rank. It has been reserved for Viceroy CHOW FU, himself a reactionary, to confer on him a substantive post, and one, moreover, where he is brought into contact with the very element which, in spite of his European education, he is the least capable of understanding. Such is the manner in which the Kiangnan Viceroy is preparing to carry out the Convention with regard to the conservation of the harbour of the most important port in China, and we cannot but reiterate the dissatisfaction which we expressed at the first news of the weakness which had permitted the terms of the original agreement, whereby the necessary works were placed in the hands of those most concerned, to be superseded in favour of a sentimental cry. It was, of course, in deference to the supposed superior experience of the

INSPECTOR GENERAL, and in weak submission to his views that the body of the foreign Ministers at Peking gave way. The present INSPECTOR GENERAL has, however, for the last five years definitely ranged himself alongside the reactionary party. We have before spoken of the reasons, which were not altogether his own seeking; but having taken the downward plunge he has naturally been unable to recover the position lost, but the scandalous intrigue which has resulted in the appointment of the travesty of a Board which the Kiangnan Viceroy would inflict, and the slap in the face administered to the Inspectorate is not a promising indication of what we are to expect in the near future. Technically the new agreement contains a saving clause, that in case the local authorities should not proceed with the works required the originally constituted Board of Control is to be re-established. Practically the weak yielding on a matter of practice has raised difficulties well nigh insurmountable in the path, and there is no doubt that the intrigue to place the control in the hands of the Inspectorate General will be again renewed. From recent experience, as well as from previous knowledge of the views prevailing in Peking, we have every reason to anticipate that the only result of acquiescence will be a return to the old system of letting the whole question slide. The Shanghai Chamber of Commerce has at once drawn attention to the unfitness of the appointments, but their resolution, to appeal for information to the "Senior Consul" is an indication into what a chaos affairs at the neighbouring port have been permitted to drift. This Senior Consul is from the necessities of the case generally the most inactive and the least influential of all; strong men, and those representing the more important Powers, being as a rule more frequently changed. It is into such hands under the present regime that the management of affairs between the community and the Chinese officials usually drifts. The result is continual intrigue; and, as we have lately seen, continual disorder and misunderstanding. More than any other the British Government, which has immeasurably the largest interests in the port, is to blame for the chaotic condition of affairs.

An Austrian bank is to be opened at Mukden.

The quantity of coal captured by the Japanese during the war was 28,188 tons, of which 26,363 tons were exported.

The Chinese Government has approved the opening of Whampoa as an open port, says the *Nanfungpao*. Weihien and Chobutun, as well as Chianfa, were opened on Dec. 15th.

The greater portion of the cargo of the *Brigancia*, comprising saltpetre, sugar, cement, paper boards, etc., was destroyed in the recent fire, and the wooden fittings of the holds were damaged.

A telegram from Peking says some of the Chinese high authorities are expressing their views against the Sino-Japanese convention, as China has, they allege, lost too many rights and interests.

The Shanghai A.D.C. gave its 140th performance on January 9th, when it presented "The Prisoner of Zenda" with signal success. The large cast received several columns of praise in the local journals.

A. E. Hespeler, who was recently sentenced at Tientsin to imprisonment for defrauding a Chinaman by means of a forged cheque, has been again convicted of a similar offence and sentenced to six months' imprisonment, to be served at Shanghai.

The intended Japanese Steamship Combination, to which (says the *N.C. Daily News*) we have already alluded, proposes to admit foreign steamship owners. It is to be hoped the latter will keep out of it, so that there may be still a healthy competition.

German, Dutch, and Japanese troops at Peking are reported to have indulged in New Year brawls outside certain disorderly houses. Fatalities are said to have followed in consequence. Reports are conflicting; but the affair is not believed to be politically significant.

A Peking telegram to the *N.C. Daily News* says:—The Russo-Chinese negotiations concerning Manchuria will commence in the middle of the first moon of the Chinese calendar and the Government has wired to the Military Governor of Heilungkiang and Kirin to report upon the condition of their provinces.

The disastrous fire on board the s.s. *Taipeing*, laden with kerosene, and telegraphed by our Shanghai correspondent on the 11th inst., is supposed to have been caused by a candle dropping a lighted match, igniting the gaseous emanations from the oil. The *Taipeing* is over thirty years old, and was formerly the *Devotion*. She was loading for Vladivostok at the time. The damage is confined to the cargo of kerosene stored in the lower after-hold, all of which was insured, and it is not thought probable that the cargo in the other holds suffered any damage.

We have pleasure in directing particular attention to the article headed "Foreign loans to Chinese." The eleven hoofs seems to protrude at both ends: which is the right view? The Viceroy is suspected of a desire to discourage dealings with foreigners; the *Ling-po* is suspected of indifference to the protection of foreign interests.

The *Nanfungpao* makes the highly interesting suggestion that a Chinese should be appointed Assistant-Secretary of the Municipal Council. Such a suggestion, says the *N.C. Herald*, might perhaps reasonably be brought forward when Sir Robert Hart is able to find a Chinese in whom he has sufficient confidence to make him a Commissioner of Customs.

A budget, it is reported from Peking, is to be issued by the Board of Revenue at the end of this year, or, according to the Chinese, the 32nd year of the reign of His Imperial Majesty Kuang Hsu. The lines of this, the first Financial Budget of China, will be similar to those of Japan, whose methods are being used so extensively by its larger neighbour.

The *Nanfungpao* says that the British Minister has approached the Waiwupu with the offer of financial assistance to the extent of £10,000 for the development of the trade and mineral resources of Manchuria. The British Minister has also urged on China to give evidence of her sovereign rights over Tibet by resuming the Tibetan negotiations and paying off the compensation claimed by Great Britain in connection with the Youngusband Mission.

The *N.C. Daily News* has received a special telegram from Peking dated January 10th, saying:—The Panchen Lama, of Tibet, is now in India and is meeting the Prince of Wales and the Viceroy daily. The Chinese Government thinks the matter important and has sent an order to the Chinese representative in India to proceed with his mission to negotiate the Tibetan Treaty. Mr. Pokotiloff (Russian Minister) has made a suggestion to the Waiwupu in this connection.

BRITISH SQUADRON AT MANILA.

The British squadron, consisting of the cruisers *Diadem*, *Sabji*, and *Hogue*, have been accorded an enthusiastic reception at Manila, both officers and men being hospitably entertained. The Governor-General gave a banquet on Saturday in honour of Admiral Sir Gerard Noel, while the previous day the Admiral was "at home" on his flagship.

ROYAL HONGKONG GOLF CLUB.

The first competition for the Robertson Farewell Cup took place on January 13th to 16th. The cold weather was apparently against good play, as out of an entry of thirty, only the following cards were returned, Major Lewis being the winner:

Major Lewis	96	10	= 60
Mr. C. H. Gale	100	14	= 85
Mr. C. W. May	90	3	= 87

W. W. T. Martin made a magnificent wining the pool with the net score of 78.

FOREIGN LOANS TO CHINESE.

CANTON VICEROY'S THOUGHTFULNESS.

[From our Canton Correspondent.]

Viceroy Shun has sent a Despatch to all the Foreign Consuls, in connection with the relationship of Chinese officials to foreign creditors and native debtors. By treaty it is their duty to protect foreign creditors, he says, and they have always tried to do so, but it is annually becoming more difficult. Chinese borrowers deposit securities to which they have no right, or deposit deeds that are not in order, and disappear when they have to repay the loan. There is now a General Chamber of Commerce in Kwangtung, and he suggests that foreigners should consult this body before advancing money to Chinese.

The Chamber would investigate the status of all applicants for loans, and advise accordingly. The procedure he suggests is that the foreigner should send to his Consul particulars of the application, name of applicant, amount desired, and particulars of security offered. The Consul will send these to the Viceroy, who will send to the Chamber, and the reply will return through the same channels. Thus no more foreigners will be defrauded, a consummation devoutly to be wished.

The native paper *Ling-po*, commenting, says business in Kwangtung is going to ruin; money is very scarce; and resort to foreign capitalists has led to complications. Viceroy Shun asks that Chinese merchants must now consult him before applying to foreigners for loans; but Chinese officials are always so dilatory that this will not help business. If such application has to go to the Viceroy, from him to his Foreign Bureau, through them to the Chamber of Commerce, and back again, each deal will take at least a month. A merchant borrows only when his need is urgent, so that would not do. Besides, exchange fluctuations during the inevitable delays would further complicate matters. We have no doubt, says the *Ling-po*, that most foreigners will recognise the absurdity of the proposal, a method which, under the pretext of protecting the foreigners, will only obstruct business with them.

THE VICEROY DISTURBS FOREIGNERS.

It is reported that the Viceroy has ordered all officials not to suffer interference by foreigners in any litigation where they have no direct interest. In any case a foreigner must plead through his Consul; and officials must ignore all petitions otherwise presented. Magistrates must not receive foreigners who try to speak to them about cases in Court; nor allow any foreigner to attend Court as adviser, attorney, advocate, or any similar capacity whatever, on behalf of Chinese subjects.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

"THE FLOWING TIDE."

LONDON, January 16th.

The latest returns are:

Liberals...	92	seats,
Labour...	20	"
Nationalists...	18	"
and Unionists...	30	"

[BUTHER'S SERVICE.]

FRANCE.

1 JAN. 14th.

The circulation of bank notes in France having reached its maximum, the Government has introduced a bill raising the circulation by 800,000,000 francs, in order to avert a depletion of the metal reserve.

THE ELECTIONS.

LONDON, January 14th.

Up to the present 45 Liberals and 12 Unionists have been elected, with a Liberal gain of 22 seats.

Mr. Balfour has been defeated for Manchester (East) by Mr. Lorridge, the Liberal candidate, by 6,403 to 4,423; the defeat was received with the wildest enthusiasm in London; it is believed that a safe seat will be found for Mr. Balfour in Eccles. The Unionist clubs recognise that the flowing tide is with the Liberals and are preparing for the worst; even strong candidates are beginning to quake. The Liberal headquarters are jubilant and are confident of a big independent majority.

THE "DORIC" COLLISION.

Mr. F. A. Hazeland, and the following jury, Messrs. J. M. W. Irving, C. W. George, and Archd. McKirdy, conducted an inquiry yesterday afternoon in the circumstances attending the death of a coolie who was killed as the result of the s.s. "Doric" and a coolie boat coming into collision in the harbour during the fog on January 10th.

Hing Tsai, a stevedore coolie, stated that on the day in question he was returning from Hongkong to Yau-mat in a coolie boat in which were 20 coolies. The "Doric" was seen to come up from behind and as the junk swung round the "Doric" struck her on the port side. Had witness not swung the junk round she would have been struck on the stern. The junk was broken to pieces and the occupants were thrown into the water. Witnesses and deceased were picked up by a launch.

Medical evidence was given as to the man's injuries. He died the same night.

The master of the "Doric" said that as the vessel was approaching her buoy he noticed the coolie boat on his port bow crossing over to starboard. Witness blew the whistle to attract attention. The junk had plenty of time to stop, or go across the bow. Witness then lost sight of the boat as it got under the bow, but next heard his mate hailing the boat. There was no crash whatever at the time of the collision, and the "Doric" was going dead slow, as she was approaching her buoy.

For further evidence the jury brought in a verdict of death from misadventure.

ROYAL HONGKONG YACHT CLUB.

CRUISERS' RACE.

Governor's Cup, 1st Race.

Owing to there being very little beating in this race, the limit boats had a fine time, the *Snipe* (Mr. Pollock) beating everyone easily without his handicap. The times taken to cover the 17 1/2 mile course were distinctly good, as the wind was never strong. They were:—

	Corrected.
The <i>Snipe</i>	1 50 05 0 57 35 (1)
<i>Haidra</i>	2 10 38 2 10 38
<i>Australian</i>	2 20 45 1 57 43
<i>Brynhilde</i>	2 29 50 2 03 25
<i>Thistle</i>	2 42 30 1 50 00 (3)
<i>Lilly</i>	2 50 25 1 22 55 (2)

DEATH OF AN EX-MINISTER TO CHINA.

The *Times* of Dec. 12th reports:—Sir John Walsman, who died at the Rylands, near Stroud, on December 10th, had a long and varied career in the diplomatic service. He began his service in the Foreign Office, to which he was transferred from the Audit Office in 1854. From 1857 to 1865 he was in Mexico, and was transferred to Madrid as Second Secretary in 1866. In 1868 he was one of the British Commissioners to adjudicate on the claims preferred by the owners of the schooner *Merrmaid*, of Dartmouth, which was alleged to have been sunk by a shot fired from the batteries of Canto on October 16th, 1864. He went to The Hague in 1870, and in 1874 succeeded to the baronetcy. From 1875 to 1878 he was Secretary of Legation at Madrid, and from 1878 to 1882 Secretary of Embassy at Berlin. In 1883 he went to Paris with the rank of Minister Plenipotentiary, and was promoted in 1885 to be Envoy Extraordinary and Minister Plenipotentiary to the Emperor of China and the King of Corea. He remained in the Far East till 1892, and was then transferred to Bukarest. He retired on a pension in 1894, and was made K.C.M.G. in 1895.

Authors of to-day do not seem able to assume the virtue of laconicism when they have it not, and do not display the philosophical breadth that underlies the greatest imaginative works alike in verse and prose.—*The Academy*.

POLICE COURT.

Tuesday, January 16th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

A SMART CAPTURE.

Ho Ngau was charged with being in unlawful possession of \$1,416.50, well knowing it to have been stolen outside the Colony.

Inspector Collett informed his Worship that the police were informed on the 14th instant that the defendant had absconded from Canton with the amount stated in his possession, this amount having been handed him by his master to go to another shop and pay an account. He was supposed to have come to Hongkong, and when he received this information, Inspector Collett immediately put detectives on his track. Three-quarters of an hour later the man was arrested in a brothel in Kennedytown and \$1,104.40 was found in his possession. The detectives also got information that the defendant had purchased a quantity of furniture to fit up a house in Clarence Street. This was returned to the shop, and the money paid for same handed over to the police.

The defendant admitted the charge, but asked to be excused. He would return the money to his master, and ask him to allow his father to deal with him.

His Worship sentenced him to four months' imprisonment with hard labour, and recommended him for banishment on the expiration of his sentence.

INFRINGING POSTMASTER GENERAL'S RIGHTS.
Wong Tit Tien, master of the Fuk Hing Junk postal hong of No. 35, Queen's Road Central, was charged with infringing the exclusive rights of the Postmaster-General by transmitting letters from the Colony by other means than through the Post Office.

Defendant admitted the charge.
Mr. E. C. Lewis, assistant Postmaster General, said the Post Office had recently been keeping a check on letters, and found the number going through very insignificant; there could be no doubt that letters were leaving the Colony by other ways. He asked His Worship to inflict a substantial penalty, which would act as a deterrent to others.

The defendant was fined \$100, and the two defendants previously charged were dismissed.

A DANGEROUS PRACTICE.

Constable Barrie charged the owner of the steam launch *Cheong On* with permitting his vessel to be plied in the harbour without having a certificated coxswain at the wheel; also with not having his licence in a conspicuous place.

On hearing the evidence his Worship remarked that it was a dangerous practice to allow a launch to ply in the harbour without a qualified coxswain on board. The defendant would be fined \$25 on the first charge and \$5 on the second.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

EXTENSIVE OPIUM TRAFFIC.

Chan Ki Chan was charged with selling 23 tael of illicit opium, and with applying a false trade description thereto; Tsai Hui Tuk was charged with being in unlawful possession of five tael and two more of prepared opium, also with applying a false trade description; and Yan Chi Kee, an accountant of the Opium Farm, who is in charge of the outside establishments, was charged with applying a false trade description to opium, also with being in unlawful possession of a quantity of labels and certificates, the property of the Opium Farm.

The facts of the case, as outlined by Mr. Hoggarth, the Chief Excise Officer, showed that a simultaneous raid was made by a squad of police under Constable Munday and a number of Excise Officers under their Chief on Nos. 10, Kennedytown, Praya, and 560, Des Voeux Road West, on the 14th instant, when 450 tins of opium were recovered, besides other paraphernalia; the three defendants were also arrested.

After hearing the evidence his Worship found the defendants guilty; fined the first \$100 or two months' imprisonment; bound the second over in the sum of \$100 to come up for judgment when called upon, and sentenced the third defendant, the accountant, two months' hard labour without the option of a fine.

MARINE MAGISTRATE'S COURT.

Tuesday, January 16th.

BEFORE HON. CAPTAIN BARNES-LAWRENCE (MARINE MAGISTRATE).

LAUNCH OWNERS CHARGED.

The masters of the launches "Sun Sun" and "Hoi Sun" were proceeded against for failing to observe the rules of the road.

Evidence was given to the effect that a collision between the two launches took place on January 13th while the "Sun Sun" was backing out from her wharf at Samshepo.

His Honour found that the "Hoi Sun" was the overhauling boat and failed to keep clear of the "Sun Sun." He ordered the master's certificate to be suspended for four weeks.

He further told the owners of the respective launches that although he held the master of the "Hoi Sun" to blame he did not consider him solely so. He had caused inquiries to be made and had found that a great deal of competition existed between the two launches. It appeared that so long as passengers were forthcoming their (the owners') main interest consisted of trying to induce the launch masters to get the better of each other, no matter what steps were taken in doing so. He warned them that if there was a continuance of such occurrences he might consider it his duty to recommend that the licenses of the launches they employed on the run should be cancelled.

LATEST STEAMER MOVEMENT.

The M.M. str. *Salvée*, with the next French mail, left Singapore on the 16th inst., at 4 p.m. for this port via Saigon.

The C.P.E. str. *Empress of India* arrived at Shanghai at 1 p.m. on Sunday, the 14th inst., and left again at 10.30 a.m. on Monday for Hongkong, and is due here at 4 p.m. to-day.

The P.M. str. *Manchuria* left Shanghai yesterday at noon, and is expected to arrive here before dark on the 16th.

The O.S.S. & C.M. str. *Ningchow* left Singapore on the 13th inst., p.m., and is due here on the 19th inst.

The Boston S.S. Co.'s str. *Shamout* sailed from Shanghai on the 16th inst. for Manila and Hongkong, and may be expected here on the 24th inst.

The str. *Wray Castle* arrived at New York from China and Japan on the 12th inst.

SUPREME COURT.

Tuesday, January 16th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE) WITH CAPTAIN MORRISON AS NAUTICAL ASSessor.

THE YIK ON S.S. CO. v. OWNERS OF "KWANG TUNG."

The hearing of the action in which the Yik On S.S. Co. sued the Owners of the "Kwang Tung" for \$500 for damages resulting from a collision was resumed.

Mr. M. Slade, instructed by Mr. R. Harding, conducted the case for plaintiffs, and Mr. E. H. Sharp, K.C., instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master), appeared for defendants.

Captain Walker, of the "Kwang Tung," detailed the events of the night in question. He came on the bridge at 12.30 and was in charge of the ship up till the time of the collision. At 12.45 he saw her to three-quarters speed until they reached Canton. He saw the "Tai On" at 12.30 some distance ahead and he passed her about three-quarters of an hour later. At the Whampoa barrier the "Tai On" was still behind, although she had been gradually drawing nearer. She continued overhauling and caught up the "Kwang Tung" at 5.20. Witness was then on the starboard side of the river and the navigable channel. The "Tai On" was heading on to the stern of the "Kwang Tung" in coming across the north bank. Had she continued that course she would have struck the vessel on the port quarter. As the "Tai On" drew nearer he considered it was dangerous and he ordered full speed in order to avert danger.

To his Lordship—The "Tai On" was only doing what the "Kwang Tung" had done.

Witness then described the collision. The bow of the "Tai On" was a little behind that of the "Kwang Tung" and she never got forward of that position. The "Tai On" fell astern until her bow was only overlapping a few feet. Then she began to sheer and in the third sheer her bow struck his ship on the stern, forcing his bow round. Immediately he felt the collision he ordered full speed astern and the helm was put hard a port, but it had no effect upon the ship's head and the vessel collided with a junk. Had that junk not been there the "Kwang Tung" would have run aground. When the "Tai On" first approached the "Kwang Tung" he did not think she intended to pass, because it was customary for an overtaking ship to blow blasts indicating the overtaking ship on which side she intended to pass. Just before the collision the "Tai On" was in the middle of the stream, and had she remained in that course she would have run into the junk. Accordingly she altered her course, but at no time before the collision was she ever ahead of the "Kwang Tung."

Cross-examined—The collision took place about 500 or 600 feet from the yamen, although the "Tai On" caught him up a little less than a mile from the yamen. At the time he was overtaken by the "Tai On" his ship was travelling at half speed, as it had been since 1 o'clock. He passed the "Tai On" when the "Kwang Tung" was at half speed and he passed the barrier about 5.10. Between Tiger Island and Whampoa he had gained several miles on the "Tai On," being two or three miles ahead of her. Counsel read the evidence of Mr. Lewis and asked witness if his helm was not port when the collision occurred. The reply was that the helm was port when the collision occurred.

I think you stated that if the "Tai On" had continued the course in which she was at the time she would have run into the junk?—Yes. If you had continued the course in which you were then—both ships being parallel—you would have run into the junk?—Yes.

Therefore I put it to you that, quite properly, you ported your helm so as to give the "Tai On" more room and also to get to the starboard side of the channel—before the collision. I mean?—At the moment I saw the "Tai On" swing towards us I told the man to port the helm.

Having in view the fact that the two ships were, in other words, racing for this narrow neck, was it not your duty to give as much room as possible to the "Tai On"?—I gave the "Tai On" as much room as possible in the circumstances.

His Lordship—He does not admit, of course, he was racing.

Mr. Sharp—My friend only says—Mr. Slade—You were racing, were you not?—No.

You were trying to get ahead of the "Tai On"?—I had on full speed.

To get ahead of her and keep ahead of her?—No.

You did not put on full speed until the other ship had overlapped you?—She was just on my quarter then.

Anyway, you were steaming as fast as you could for this narrow entrance, trying to get into it before the "Tai On"?—That was the reason I altered my speed to full speed.

Yes—To get away from her?

And get into Canton before her?—Not necessarily.

I take it from your log?—I have stated so. That was in your mind at the time?—I had to give some general reason.

You agreed that the "Tai On" was as close to the bank as she could safely go?—She was about 100 feet from the bank.

It would not be safer for her to go any closer?—No.

Both ships were steering the same course. The "Tai On" was steering a course which would sooner or later bring her into the junk?—Yes.

You were coming across the river. Didn't you port your helm to make straight along the

navigable channel?—I had hardly come to that position.

I suggest that you did in fact port, and that that brought your helm opposite the "Tai On's" bow?—I did not port enough for that.

You say the "Tai On" turned right up into you?—Yes.

She was right away aft, almost astern of you?—Yes, on my quarter.

You knew you were coming into the very narrow channel?—Yes.

And were you looking at your course or at the ship astern?—I was walking about, looking to either side.

You stated that the "Tai On" sheered twice. What do you mean?—She swung towards us and moved off again. (Illustrated by models).

Your counsel said yesterday that it was the wash—

Mr. Sharp—Don't be hampered by me. Give your own opinion, Captain.

Witness—My opinion is that the suction—both ships being about 60 feet apart—drew them together.

The attraction of the two ships would only affect the "Tai On." You would not be drawn down on top of her by that sort of attraction?—Perhaps not.

You could not say?—I have not gone into the subject. I have seen two ships drawn together.

I put it to you that as the two ships were coming down, making for that channel, you said yourself some 60 feet or thereabout, you thought that you were right clear and starboarded to get into clear water, thinking to pass ahead of her?—No, I did not starboard.

As you drew ahead the distance at right angles between the two ships remained the same?—As the "Tai On" fell back towards our quarter the distance between us seemed to lessen.

In other words you were on divergent courses?—It would appear so.

Witness, in reply to his Lordship, said he thought the suction between two ships would operate at a distance of 60 feet or a little more.

His Lordship—What were you doing all this time?—I was watching the ship.

Was there any shouting?—No.

No warning?—No.

It was quite a normal state of affairs?—Yes.

You have given two explanations of the actual cause of the collision. I want you to tell me whether both helped to cause the collision. One is the suction and the other is, as you said in examination, "she ported and came towards us"?—She ported at the last.

You mean she altered her parallel course and ported towards you?—She seemed at the time to come towards us.

Having ported her helm, the suction would cease to act, would it not?—The suction would still exist.

T. E. Mead, formerly first officer on the "Kwang Tung" and now master on one of the Company's other steamers, spoke to hearing the telegraph bell ring and on going out of his room saw the bow of the "Tai On" abreast of the funnel. He bore out the previous witness's version of the occurrence.

The case was adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

A MONEY-LENDING TRANSACTION.

Gojar Singh, watchman at the Connaught House Hotel, sued Chu Lam for the recovery of \$58, \$50 being balance of money lent and \$8 interest for four months. Mr. K. Gardner, of the office of Mr. O. D. Thomson, appeared for plaintiff, while defendant appeared in person.

Defendant admitted the debt, but he said he borrowed the money from one Gijit Singh, who had disappeared. The promissory note, however, showed that the endorsement was in favour of the plaintiff and judgment was given for him with costs, the promissory note, at defendant's request, being marked as an exhibit in the case so that he should not be called to pay a second time.

THE WRONG DEFENDANT.

Chan Yuen, boat-builder, sued Chan Ngau Chu, cargo boat owner, for \$47.38, balance due for the building of a cargo boat. Mr. G. C. Master (of Messrs. Johnson, Stokes and Master) appeared for plaintiff and Mr. F. X. d'Almeida for the defendant.

Mr. Master—The repairs were done in 1902. His Lordship—1901? Then you are out of time under the Statute of Limitations.

Mr. Master—Yes, that would be so, my Lord, but there were later payments, in 1904.

His Lordship—Ah! then that of course makes a difference. I'll hear what you have to say.

Plaintiff said he had been employed by defendant in building and repairing his boats since 1900. Defendant had made several payments, but there was still a balance of \$47.38 due.

From the books which plaintiff produced it appeared that defendant's sister-in-law gave the order for the boat and asked plaintiff to put defendant's names with hers in his books. It was also the woman who made the payments.

His Lordship, without calling on Mr. d'Almeida, asked Mr. Master if he wished to go on.

Mr. Master—No, I don't think so now, my Lord.

His Lordship—There is no doubt he had been done. Somebody owes him the money, but he has got hold of the wrong person now. There must be judgment for defendant with costs.

Good counsel is thrown away on a dishonest man. I do not believe it is possible to convert. I have never known one of them reform. It is only a man is dishonest, have nothing further to do with him; that is the only safe rule.—Robert Barr in *The Idler*.

DIOCESAN SCHOOL AND ORPHANAGE.

HIS EXCELLENCY ON HISTORY.

There was a large gathering at this School yesterday to witness H.E. the Governor distribute the prizes won by pupils. Amongst others present were the Ven. Archdeacon Bannister, Rev. F. T. Johnson, Mr. E. A. Irvine, Inspector of Schools, Rev. E. J. Barnett, Messrs. E. A. Hewett, W. D. Braidwood and Ho Kom Tong.

Mr. G. H. Piercy, Head Master, read the annual report which stated—

We are thankful to say that the year 1905 was characterised by good health, steady work and harmonious co-operation. The same teachers remained with us, and an additional trained master was added in the person of Mr. Hall, who arrived from England in August, being the third teacher added in three years. After four years' good work, Mr. Brown was granted furlough from March 30th to October 10th. While all have worked well, taken an interest in the success of the School and shown *esprit de corps*, it is not invidious to acknowledge that Mr. Sykes' help has been simply invaluable—as second-master. In May Miss Armour took the place of Miss Austen as assistant matron. The total enrolment of scholars for the year was 288; the average attendance was 195 (last year 189), the school days 232. During the last few years the number of absentees has been much smaller. After a ten years' interval the Bellios Trustees in April offered 5 medals and prizes for public competition by not more than 5 candidates from any one School. Our boys won the first three prizes, viz.—T. Loft, silver medal and \$30; W. Drude, bronze medal and \$20; H. G. Brandt, \$20. In July 23 boys entered for the Oxford Local Examination; 17 passed, being our highest record, viz. 2 seniors, 8 juniors, 7 preliminary. H. G. Brandt was placed in honours in the junior. In October Wen Ho-kek won an open Bellios Scholarship at the Hongkong College of Medicine, and has begun his studies at the Alcock Memorial Hospital. After School—opened in March, two subjects were added to the curriculum. Drawing was taught to the three lower standards as affording excellent training in form and colour, and is very popular with the little boys. Hygiene was taught to all boys from Standards III. to VII. In connection with the hygiene examinations generously instituted by H.E. the Governor, a "team" entered for the elementary stage, and although not successful in a crying off the handsome shield we intend to try again. A number entered for the advanced stage and with better success, as W. Drude won the second prize, \$50. To meet what appeared to be a need, we began to teach Latin after the summer holidays. The Inspector visited the School in December and examined some of the classes. In his report he classes the School as very efficient, and awards the highest grant allowed by the Code. The Rev. F. T. Johnson examined Standards VII. III. in Holy Scripture, and I examined the first and second standards. I held an examination throughout the school in all subjects at the close of each half-year, and am satisfied that good work is being done in all classes. A Chinese gentleman, Mr. Ho Kom Tong, has munificently placed \$1,000 in the hands of the Committee, that the interest may be given every year as a scholarship to the first boy, and in order that it may begin this year Mr. Ho Kom Tong has added \$50 for the first scholarship.

As in former years, careful attention has been given to physical exercise. The boys have drill twice a week when the drill instructor's military duties will allow. In summer there was sea bathing and swimming, and the season was closed by aquatic sports and a picnic by launch, kindly lent by Mr. Osborne, to whom our thanks are also due for the loan of a launch for the Boxing Day excursion, when the boys and their sisters and friends from the Diocesan Girls' School had games and races at Lei Chi Kok, towards the cost of which Mr. Sullivan, of Amoy, again kindly contributed. The boys remaining during the summer holidays were, through Mr. Bowley's kindness, taken by train to see Harrold's Circus and Menagerie. A very pleasant evening was spent with the gramophone kindly lent by Mrs. Gimes. The Bishop last year offered prizes for cricket and tennis competitions between this School and St. Stephen's College, but the latter declined to play. Our football team has under Mr. Brown's fostering care, not lost a match this season; in cricket we have only played one match and won it against the Chinese Y.M.C.A. Advantage was taken of the annual overhaul in the summer holidays to introduce improved methods of ventilation in the school-rooms and dormitories, and an English cooking range with hot water service, instead of the old-fashioned Chinese kitchen. A new box-room was enclosed in the covered playground; two class-rooms were enlarged by removal of party walls; and a wire fence put on the tennis court to protect neighbouring Government windows.

Our thanks are again due to Messrs. Palmer and Turner for superintending these improvements, and to the following gentlemen for providing prizes: Hon. Mr. T. S. Smith, Hon. Mr. Wei Yuk, Rev. F. T. Johnson, Messrs. L. Arnold, F. B. L. Bowley, T. Edwards (Canton), Fung Wa Chun, E. A. Hewett, Ho Fook, Ho Tung, and Sin Tak-fan.

HIS EXCELLENCY then distributed the prizes after which he said:—Mr. Johnson, Ladies and Gentlemen—I find, as is curiously enough often the case, that the report of the Head Master is somewhat more favourable than that of the Inspector of Schools; but while Mr. Irvine pointed out the various weak points to which, I am sure the instructional staff will give attention, he stated that the work and management of the school could not be considered otherwise

than very efficient. This is very satisfactory, as are also the successes of the boys in the Oxford Local Examinations, the Bellios Scholarship, and in the advanced course of hygiene. I note with satisfaction that the numbers have increased, and that the attendance is more regular; also that the strength of the teaching staff is being kept up. This is very important, especially in view of the curriculum having been extended, and I think it is well that I should repeat the word of warning which I gave at St. Stephen's College, that the management should bear in mind that knowledge is better measured by depth than by extent of area.

Turning to the students, HIS EXCELLENCY said:—Boys—You will remember that at last prize-giving I spoke to you about history, and explained how a scaffolding of dates and facts derived from a school course was helpful to a subsequent comprehension of the world's interesting stories. I gave you then two sketches to show how the growth and civilization of a nation could be traced down the centuries. On this occasion I think I may be able to interest you by a sketch drawn in another way. Instead of following the story down the course of time I will try to give you a rough picture of the state of the world at a particular period of its existence. This may help you to the practice which I always follow when reading of events which happened long ago, and trying to picture to myself the events which happened at the same time in other countries. The period I propose to talk about is the year 500 B.C. before the Christian era, that is 24 centuries ago. It will help you to understand the remoteness of this period if you think that since then some 75 generations of persons have lived and died. At that time China consisted of some twenty-two states in and around the valley of the Yellow River, corresponding approximately to the northern part of the eighteen provinces of to-day. These states were subject to the state of the dynasty of Chow, and were at war with each other and a prey to internal disorder. This was very unsatisfactory compared to their condition in previous dynasties, and especially to the times of Yao and Shun. Two great political philosophers were preaching in China in the year we are considering. Lao Tzu's doctrine, as they are now understood, aimed at stopping the existing disorder by teaching a way of life which was to lead man no longer to desire the things which excited his passions and so led to war and rapine, while the clear aim of Confucius was to re-establish order on the basis of controlling men's notions by making them loyal and obedient to the constituted authorities of the Emperor, the state and the family. The stability and strength of China is a splendid result of the practical aims of Confucius. Lao Tzu's intelligible doctrines gradually became perverted into Taoism, as we know it, and ceased to be an element of good. To the south west of China, and separated from it by vast tracts of wild and mountainous country inhabited by barbarous Tartar and Tibetan tribes another kingdom, crept in and over all the valley of the Ganges. This was the people of India, who were then, as now, separated into sharply defined castes or classes, but differing from the Chinese in the greater power wielded by the priest and the higher position held by the warrior. In one of these states—that of Magadha—at the time we are considering, there was a young prince who had relinquished wealth and the pleasures of life to teach that all castes were really equal and the desirability of abandoning the joys of life in order to combat its evils and be free from them in a future existence. He opposed the priests of Brahminism, and succeeded in diminishing of their greatness under King Darius I. Shortly before they had absorbed the ancient Kingdom of Media, to which they were subordinate. They also established themselves in the two valleys of the Tigris and the Euphrates which then flowed by separate courses into the Persian Gulf, and ruled Babylon and Nineveh, which 2,000 years previously had alternately been the magnificent capitals of Western Asia. With Babylon, Judea, from which a large part of its inhabitants had been removed by "The Great Captivity" in the previous century had passed under the Persians who also had occupied several countries in what is now called Turkey in Asia, of which the principal was Lydia, whose king, Croesus, is known by his proverbial riches. The Persians, in this year—500 B.C.—were masters of all the country round the Persian Gulf. They had succeeded in obtaining a footing in Africa by the conquest of Egypt where some thirty dynasties of Pharaohs ruled for at least 2,500 years before B.C. 500 ruled over a highly civilized people in the fertile valley and delta where the Nile flows through green fields of grain, bounded by the amber-colored hills of the desert. They had also attempted, and to some extent successfully, to obtain a footing in Europe where Thrace and Macedonia in Greece had become tributary to them. But already in 500 B.C. had commenced the revolt of the Greeks against Persian authority, which resulted, within the fifty years that followed, in the overthrow of the Persians at the battles of Marathon on land and Salamis at sea. The Greeks, though at the head of no great empire, were then approaching their brief period of artistic and literary brilliance which more than any other epoch of a nation's history has influenced the world's civilization. Some

LONG HING & CO.

IMPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. & PLATE CAMERA, Fitted with ZEISS "PROBAR" Lens, Yellow Screen, and Leather Case	\$300.00
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, Fitted with ROSS Homocentric Lens and Leather Case	150.00
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case	140.00
No. 3A. FOLDING POCKET ROKAK, with B. & L. PLASTIGMAT Lens	150.00
" 4 SCREEN FOCUS " " " " " " " " " " " "	135.00
" 4 CARTRIDGE " " " " " " " " " " " "	135.00
" 3A. FOLDING POCKET " " " " " " " " " " " "	120.00

[35]

RACES! RACES!! RACES!!!

"THE BURLINGTON."

UNDER NEW MANAGEMENT.

SPECIAL SHOW DAY, JANUARY 29th, 1906.

WE beg to inform our numerous CUSTOMERS that on the above date we shall show a large assortment of SMART HATS and TOQUES with other novelties for the RACE SEASON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

Hongkong, 11th January, 1906.

[37]

time previously they had established colonies in the South of Italy, destined ultimately, with Greece itself, and the dominion of Rome. In the 500 B.C. period about to expel her kings, commenced the absorption of the elementary Italian civilization and start on that period of slow growth, which to a nation, like a plant or animal, betokens future long life and strength. The rest of Europe was mostly covered with forest, sparsely inhabited by wild tribes of skin-clad and painted barbarians. Of the people I have mentioned the Chinese represented the yellow, or Mongolian; the remainder the three families of the white or Caucasian race. All of these had written languages. The Chinese differed slightly in form from that now used by the vast population of China. Hebrew, Greek and Latin, much as they were then, are now studied by some millions of people who seek inspiration in the dead languages of Judaea, Greece and Rome. The hieroglyphics of the Egyptians, and the arrow-headed writings of the Assyrians, Babylonians and Persians is now only understood by a few scholars who have helped to reconstruct them. In addition, the ancient nations of the year, 500 B.C. were proficient in arts as well as in literature. China, it is true, has never succeeded in achieving these beautiful and lasting triumphs of work which, at the period I mention, had been achieved by more western nations. It was, however, very little later than 300 B.C. that the beautiful palace of Persepolis, of which ruins still exist, was constructed in

SPECIAL OPPORTUNITY

AT

THE ROBINSON

PIANO CO. LD.

One Gets a Poor Return from a Piano if it is

a mere Article of Furniture. Attach the Apollo Pianos and all Music is at your command—Concert, a Dance or Programme—in a moment. \$290.00 upwards.

Hire or Hire Purchase System.

RACHALS' PIANOS

\$550, FORMERLY \$670.

JUST UNPACKED

IN NEW STORE,

BECHSTEIN,

STEINWAY,

KRAUSS,

HAAKE,

RACHALS,

WERNER.

A STOCK UNEQUALLED

HIRE OR CREDIT

Hongkong, 4th December, 1905. [116]

DAVID CORSAK & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

2851

A. LING & CO.

FURNITURE STORE.

PLATED GLASS AND CRUCKERY

WARE, &c. &c.; and FOCHOH

LAQUERED WARE

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1905. [2355]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER-

TAKEN. Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905. [91]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO. LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Dock and

Boilers.

Call Flag W.

J. W. KEW,

Manager,

Hotel Mansions, 3rd Floor,

Hongkong, 8th August, 1905. 2807

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-

FORE ALWAYS FRESH

EILEY'S, SCHULTZ'S, AMBERITE

and KYNOCK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 55SG. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 23th November, 1902. 2349

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the

General Post Office and opposite to the Side

entrance to the Hongkong Hotel).

Hongkong, July 5th, 1905. 49

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. "Daily Press".

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BOARD AND RESIDENCE.

GENTLEMAN may have BOARD and RESIDENCE with a Private Family in a House on the Upper Levels. Tennis Court.

Apply—
Care of "Daily Press" Office.
Hongkong, 17th January, 1906. [23]

TO LET—FURNISHED.

A SIX ROOMED WELL FURNISHED HOUSE, at the Upper Level; Beautiful View of Harbour. Rent moderate.

Apply by letter to—
Box 658.
Care of "Daily Press" Office.
Hongkong, 17th January, 1906. [234]

HOUSE TO LET.

HOUSE, No. 9, LOWER CASTLE ROAD, containing Six Large and Airy Rooms. Possession from 1st February, 1906.

Apply to—The COMPTONERS, Messrs. Abdoallah Ebrahim & Co. Nos. 23 and 25, Gate Street. Hongkong, 17th January, 1906. [235]

PUBLIC AUCTION.

THE Undersigned has received instructions from the OFFICIAL ADMINISTRATOR OF THE ESTATE OF THE LATE HENRIET ROSE (DECEASED), to sell by Public Auction, TO-MORROW (THURSDAY), the 17th January, 1906, at 7.30 a.m. within the Jockey Club Compound near the Grand Stand,

TWO CHINA PONIES, Subscription Griffs of this Season 1905-6. If purchased by a Member or Members of the Hongkong Jockey Club, these ponies will be eligible to be entered for and run at the Race Meeting to be held next month and for which a programme has been issued.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 17th January, 1906. [238]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAICHING," the above Ports TO-DAY, the 17th inst., at 11 a.m., instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAURIE & CO., (General Managers) Hongkong, 17th January, 1906. [237]

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"BALAZIE," Captain Alland, will be dispatched for the above Ports on or about TUESDAY, 23rd inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 17th January, 1906. [2]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, Etc.

THE Steamship

"GLENSTRAE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before P.M. TO-DAY.

Goods not cleared by the 22nd inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & CO. Hongkong, 16th January, 1906. [232]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARI," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents. Hongkong, 16th January, 1906. [238]

NEW ADVERTISEMENT

FOR SINGAPORE, PENANG, PORT SAID, HAVRE AND HAMBURG.

THE Steamship

"HELLAS," Captain Rohde, will be dispatched for the above Ports TO-DAY, the 17th inst., at 5 p.m.

HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 16th January, 1906. [231]

INTIMATIONS.

LOST.

SMALL BROOCH, Shape of a Tortoise, turquoise body surrounded by Diamonds. Anyone returning the same to 16, KNOTSFORD TERRACE, KOWLOON, will be handsomely rewarded.

Hongkong, 16th January, 1906. [234]

REWARD.

LOST, a small DIAMOND LADY'S OPEN-FACED WATCH, with Diamond Bow Pin. Maker's name KIRKPATRICK, New York. A handsome reward will be given to finder.

Mrs. H. KERR, Hongkong Hotel. Hongkong, 16th January, 1906. [235]

COLONIAL SECRETARY'S DEPT.

INFORMATION has been received from the Military Authorities that FIELD FIRING PRACTICE will be carried out on the area bounded by lines from Diamond Hill to Lion Hill thence to Tai's Caten, Kowloon Peak and back to Diamond Hill, with the exception of the paths over Shatin and Gramscot's Passes, on the 13th, 15th, 17th, 19th, 22nd, 23rd and 24th January, between the hours of 9 a.m. and Noon on each day.

T. SERCOMBE SMITH, Colonial Secretary. Hongkong, 12th January, 1906. [237]

HONGKONG JOCKEY CLUB.

NOTICE.

THE 1906 RACE MEETING will be held on MONDAY, 12th FEBRUARY, and TWO FOLLOWING DAYS, not on the 1st, 2nd and 3rd March, as previously arranged for. RACES WILL CLOSE ON SATURDAY, 20th JANUARY.

In all other respects the programme as issued will stand.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 4th January, 1906. [147]

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, 21st September, 1905. [2174]

INSURANCES.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed to accept Risks against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1906. [24]

"JANUS"

LIFE & ANNUITY INSURANCE CO., HAMBURG.

ESTABLISHED 1848.

ASSETS PER 31st DECEMBER, 1904, Mks. 33,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY Insurances, as well as to issue ACCIDENT Policies at the most liberal terms ever offered in the East.

SIEMSEN & CO. Hongkong, 1st January, 1906. [155]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904, £17,161,250.

I. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 887,500

II. FINE FUNDS... 3,007,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SHEWAN TOMES & CO., Agents. Hongkong, 30th June, 1905. [1567]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [113]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTON'S KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1905.

VISITORS TO CANTON.

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

Captain C. V. LLOYD (S.S. "HANKOW") With Illustrations, Maps and Plans.

Price... \$1.50

On Sale at—
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH.
Messrs. W. BREWER & CO.
Canton: Messrs. A. S. WATSON & Co. Hongkong, 4th October, 1905.

Complete Edition... \$10.00
Small... 6.00
Orders may be sent to the Hongkong Daily Press Office and to the Local Booksellers.

PUBLIC COMPANIES

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 26th JANUARY, 1906, at 11 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, the 17th January, until SATURDAY, the 23rd January, 1906, both days inclusive.

SHEWAN TOMES & CO., General Managers. Hongkong, 6th January, 1906. [184]

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on SATURDAY, the 20th JANUARY, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1905.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 16th January, to SATURDAY, the 20th January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary. Hongkong, 14th January, 1906. [196]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 19th FEBRUARY, 1906, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT AND AGENCY CO., LD., General Agents for the West Point Building Co., LD. Hongkong, 11th January, 1906. [193]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 19th FEBRUARY, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT AND AGENCY CO., LD., General Agents for the West Point Building Co., LD. Hongkong, 11th January, 1906. [192]

NOTICES OF FIRMS.

NOTICE.

THE SIGNING of our Firm Per Procuration at Hoihow and Pakhoi by Mr. E. DURLACH will cease from this date.

Hoihow, A. SCHOMBURG & Co. Pakhoi, 15th January, 1906. [222]

NOTICE.

WHILE continuing to direct the Estate Agencies of Messrs. WILKINSON, HEYWOOD & CLARK, LD. I have, with their consent, established myself as an Estate Agent and General PORTER under the name of DOUGLAS GRAHAM.

W. D. GRAHAM, Alexandra Building. Hongkong, 23rd December, 1905. [2287]

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I HAVE this day APPOINTED Messrs. SHEWAN TOMES & CO. GENERAL MANAGERS for Hongkong for the above Society, in the place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON, General Manager for the East. Hongkong, 15th November, 1905. [92]

OCEAN ACCIDENT AND GUARANTEE CORPORATION, LTD.

I HAVE this day APPOINTED Messrs. SHEWAN TOMES & CO. AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON, Manager for the East. Hongkong, 15th November, 1905. [93]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady, B. R. Care of Office of this Paper. Hongkong, 16th August, 1905. [2705]

IN PREPARATION

THE DIRECTORY AND CHRONICLE FOR 1906.

Complete Edition... \$10.00
Small... 6.00
Orders may be sent to the Hongkong Daily Press Office and to the Local Booksellers.

AUCTIONS

PUBLIC AUCTION.

By AN ORDER OF THE SUPREME COURT OF HONGKONG.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction

TO-DAY (WEDNESDAY), the 17th day of January, 1906, at 12 Noon, at their Sales Rooms, No. 8, Des Vaux Road, (Corner of Ice House Street),

THE VALUABLE LEASEHOLD PROPERTY, situated at Victoria, in the Colony of Hongkong, viz:—

All that piece or parcel of ground situated at Victoria, aforesaid, and intended to be registered in the Land Office as Section "A" of Inland Lot No. 173, containing by superficial measurement 870 square feet or thereabouts and having a frontage to Peel Street of 19 feet, 7 inches and a depth of 45 feet. On this Section stands the house and premises known as No. 13, PEELE STREET. All the said premises are held for the residue of the term of 75 years and 224 Years granted by a Crown Lease and Indenture of Extension of Lease dated the 11th day of October, 1934, and the 1st day of July, 1892, respectively.

For further particulars and conditions of Sale, apply to

OTTO KONG SING, Solicitor for the Plaintiff, or to Messrs. HUGHES & HOUGH, Government Auctioneers. Hongkong, 8th January, 1906. [169]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (THURSDAY), the 18th JANUARY, 1906, at 2.30 p.m., at his Sales Rooms, Queen's Road,

HANDSOME HOUSEHOLD FURNITURE, CANTON BLACKWOOD WARE, CARPETS, PERSIAN RUGS, CROCKERY, GLASS and PLATED WARE, PIANO, BRASS BEDSTEAD, 2 IRON SAFES and STAND, 1 HAMMOK TYPewriter, &c.

TERMS OF SALE—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 16th January, 1906. [229]

This Sale will take place on the 18th instant, at 3 p.m., instead of on the 15th instant, as previously advertised.

(BY ORDER OF THE MORTGAGEE).

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction

TO-MORROW (THURSDAY), the 18th day of January, 1906, at 3 p.m., at their Sales Rooms, the following

VALUABLE LEASEHOLD PROPERTY situated at Victoria, in the Colony of Hongkong, viz:—

ALL THAT piece or parcel of ground situate at Victoria, aforesaid, and registered in the Land Office as SECTION A of MARINE LOT No. 104, containing by superficial measurement 2,890 square feet and having a frontage to Peel Street of 29 feet, 6 inches and 6 inches or thereabouts and a depth of 80 feet. On this Section stands the very valuable house and premises known as No. 35 Queen's Road Central. All the said premises are held for the residue of a term of 99 years granted by a Crown Lease of MARINE LOT No. 104 and which Lease is dated 15th April, 1895.

For further particulars and conditions of sale apply to

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee, or to Messrs. HUGHES & HOUGH, Government Auctioneers. Hongkong, 16th January, 1906. [123]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Lotting by Public Auction Sale, to be held on MONDAY, the 22nd day of January, 1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Austin Road, Kowloon, in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot. Boundary Measurements. Containing in Sq. ft. Annual Rent. Upd. Price.

1. 100 100 107 120 10,000 132 8,750

2. 100 100 107 120 10,000 132 8,750

3. 100 100 107 120 10,000 132 8,750

4. 100 100 107 120 10,000 132 8,750

5. 100 100 107 120 10,000 132 8,750

6. 100 100 107 120 10,000 132 8,750

7. 100 100 107 120 10,000 132 8,750

8. 100 100 107 120 10,000 132 8,750

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12. 100 100 107 120 10,000 132 8,750

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20. 100 100 107 120 10,000 132 8,750

21. 100 100 107 120 10,000 132 8,750

22. 100 100 107 120 10,000 132 8,750

23. 100 100 107 120 10,000 132 8,750

24. 100 100 107 120

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DU
GLASGOW and LIVERPOOL	"NINGCHOW"	On 19th January.
GLASGOW and LIVERPOOL	"ACHILLES"	On 30th January.
GLASGOW and LIVERPOOL	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.
GLASGOW and LIVERPOOL	"LAERTES"	On 20th February.
GLASGOW and LIVERPOOL	"YANGTSE"	On 27th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 6th March.
GLASGOW and LIVERPOOL	"TEENKA"	On 13th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"PAKLING"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"NINGCHOW"	On 22nd January.
	"YANGTSE"	On 24th February.

WESTWARD.

FROM	STEAMERS	DU
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"PINGSUEY"	On 26th January.
	"OANFA"	On 26th February.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS. [9.10]

Hongkong, 17th January, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"NINGPO"	On 18th January.
SHANGHAI	"SHAOHSING"	On 18th January.
CHU and LIOLO	"SUNGKIANG"	On 22nd January.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS. [11]

Hongkong, 15th January, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 17th	Freight and Passage.
	A. P. Street	January	

FOR	STEAMERS	TO SAIL	REMARKS.
MOJI and KOBE	PEKIN	About 22nd	Freight only.
	W. H. Le Mare, R.N.	January	

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON & C. VIA USUAL PORTS	OCEANA	Noon, 27th	See Special of Call
	W. Hayward, R.N.	January	Advertisement.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 27th	Freight and Passage.
	J. D. Andrews, R.N.	January	

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, AVIASHANGHAI, CEYLON and MOJI and KOBE	PRINZ REGENT LUITPOLD	About 31st	Freight and Passage.
	C. F. Lockstone, R.N.	January	

For further Particulars, apply to

E. A. HEWETT,

Superintendent. [1]

Hongkong, 15th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 27th January.
HYADES	3,783	J. Alvon	On 10th February.
TREMONT	9,606	T. W. Gardick	On 20th February.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS. [7]

QUEEN'S BUILDINGS, Hongkong, 12th January, 1906.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers, from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London + 1 day later)
	TONS			
ARCADIA	7000	BRITANNIA	7000	Friday
DELHI	8000	MOLDAVIA	10000	Mar. 16
DONGOLA	8000	MONGOLIA	10000	Mar. 30
DELTA	8000	MOOLTAN	10000	Apr. 13
OCEANA	7000	MARYOKA	10000	Apr. 27
	TONS			May 11
ARCADIA	7000	VICTORIA	7000	Saturday
DEVANHA	8000	HIMALAYA	7000	May 26
DELHI	8000	INDIA	8000	June 9
	TONS			June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Steamer at Port Said.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.		HONGKONG	SINGAPORE	LONDON.
TONNAGE		about	about	about
↑ JAPAN	4500	Feb. 14	Feb. 23	Mar. 31
↑ SUMATRA	5000	Feb. 28	Mar. 9	Apr. 14
↑ NUBIA	6000	Mar. 14	Mar. 29	Apr. 28
↑ JAVA	4500	Mar. 28	Apr. 6	May 12
↑ FORMOSA	4500	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* "SUMATRA" and "NUBIA" call at MARSEILLES.

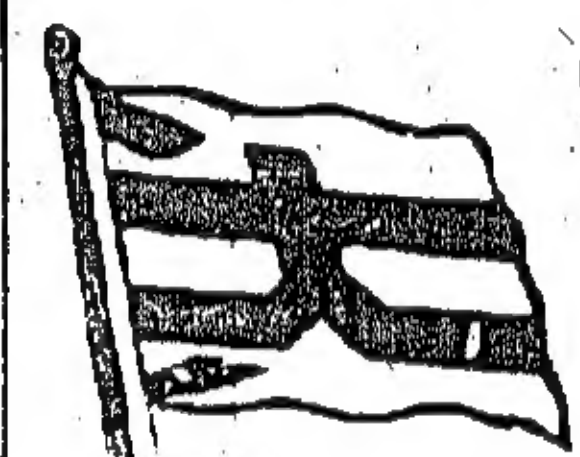
* "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,

Superintendent. [2707]

Hongkong, 6th January, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"ANPING MARU"	THURSDAY, 25th	Jan. at 10 A.M.
	N. Kobayashi	Jan. at 10 A.M.	

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 4th January, 1906.

T. ARIMA, Manager. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZETEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAVERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SARSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZETEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAVERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 17th day of JANUARY, 1906, at Noon, the Steamship "GNEISENAU," Captain Bolte, with MAIL PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 15th January. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 16th January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 16th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 4th January, 1906.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID AND NAPLES, (if Sufficient Inducement Offers.)

THE Steamship

"REHANIA," Captain Forck, will be despatched for the above ports on or about the 10th February. The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardesses.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 17th January, 1906. [206]

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPARTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of January	JAPAN via SHANGHAI	First half of February
TJIPANAS.	JAPAN	Second half of January	JAVA PORTS	First half of February
TJIMAH	JAVA	Second half of February	JAPAN via SHANGHAI	Second half of February
TJILIWONG	JAPAN	Second half of February	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 17th January, 1906.

Telephone No. 375.

[16]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at TIMOR, PORT DARWIN and QUEBEN and PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, & C.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above Ports on WEDNESDAY, the 24th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, & C., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd January, 1906. [142]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR
SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY and MELBOURNE.

On TUESDAY, the 6th February, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lerz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 10th January, 1906. [146]

NATAL LINE OF STEAMERS.

THE Undersecret GENERAL AGENTS
in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898.

MITSUBISHI GOSHI-KWAISHA
(MITSUBISHI CO.)
COAL DEPARTMENT

MARUNO-UCHI, TOKIO.
Cable Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

All, ABC 5th Edition, Western Union Codes used.

All Letters Addressed—
MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES:
NAGASAKI, MOJI, KOBE, KANATSU and HANKOW.

AGENTS:
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. J. H. TRIPP.

MANILA: MACDONALD & Co.
CHUNKING: GRADING & Co.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway, Sanyo, Kure and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinzou, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yashirohachi Col (Kure).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steaming Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905. [108]

MAP OF THE SIKING or WEST RIVER
From Hongkong to Wuchow, Showing the Ports and Calling Places Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents Cash.
Hongkong, 1st April, 1897.

